

INTELLIFAX

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OCD 45

CLASSIFICATION	SECRET/CONTROL/US OFFICIALS ONLY
COUNTRY	Poland
TOPIC	Airfields near Lodz
25X1X 5	25X1A
EVALUATION	PLACE OBTAINED
DATE OF CONTENT	January to March 1951
DATE OBTAINED	25X1A
	DATE PREPARED
	24 August 1951
REFERENCES	
PAGES	2
ENCLOSURES (NO. & TYPE)	
REMARKS	
REFERENCE COPY DO NOT CIRCULATE	
25X1X	

S [redacted]

1. Lodz-Lublinek (Q 52/0 83) airfield was a military and civilian field which was guarded by Polish Air Force soldiers. No Soviet soldiers were seen there. In the beginning of 1951, the field was being enlarged. In addition to an existing old runway, two parallel and shorter runways were being built. (1)
2. Between January and March 1951, two hangars were located on the southeastern edge of a small wooded area which was west of the field. Nine wooden barracks buildings were on the eastern edge of the field which was also the end of St. Dubois Street, which was the entrance to the field. (2)
3. Between January and March 1951, about 5 or 6 biplanes, at least 9 twin-engine low-wing military monoplanes with single rudder assemblies, and some twin-engine commercial planes were stationed at the field. The biplanes made only individual flights while the twin-engine military planes practiced daylight flying in formations of 3, 6, or 9 planes. No night flights or parachute jumps were observed. (3)
4. A new airfield for civilian air traffic was under construction on the eastern outskirts of Lodz, north of Armii Czerwonej Street and west of Konstytucji Street. The field extended to the north as far as the spur track of the Scheibler and Grohmann Textile Factory. It was said that the field was located in the third precinct of Lodz. The landing field was graded and covered with grass. Cement was stored in a wooden structure. A temporary wooden building was set up on the northern edge of the field. A small red sport plane was parked at the field. (4)

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Comments.

(1) No details are available on enlarging work. The field is suitable for enlargement, particularly toward the west. The two new runways were probably confused with the taxiway which starts at both ends of the runway and extends in a semi-circle to the south.

(2) According to previous information, the two hangars are located on the eastern edge of the field, not far from the barracks building reported.

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- (3) The occupation of the field by the Polish Air Force, probably a pilot school, was reported in May 1950. The information that the field is used by commercial planes agrees with information in World Airways Guide of 15 June 1951.
- (4) This airfield is reported for the first time.

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